

Lifeline Transportation Program, Second Cycle
Criteria for Evaluation

The second funding cycle for the Lifeline Transportation Program used the following evaluation criteria and weighting. The criteria is based on MTC's guidance in 2008.

| Lifeline Evaluation Criteria | Weighting |
|--|------------------|
| Meets Lifeline needs, stated goals and objectives | 20 |
| Project is a Community Based Transportation Plan priority project | 10 |
| Project Includes an Implementation Plan | 10 |
| Includes a budget and discussion of how it can remain sustainable after the 2 nd Cycle Lifeline Program | 10 |
| Includes a Coordination, Outreach program. | 15 |
| Demonstrates Cost Effectiveness, Includes Performance Measures | 10 |
| Demonstrates it meets demand of Lifeline population | 10 |
| Includes outside funding to supplement Lifeline funding | 5 |
| Project readiness is demonstrated | 10 |
| TOTAL | 100 |

The following low income communities in Alameda County either have completed a Community Based Transportation Plan (CBTP), with the exception of Alameda, whose plan is in process. Projects identified as high priority within these plans scored more highly than those that are not listed as high priority within the plans.

- South Hayward, Ashland and Cherryland areas of unincorporated
- South and West Berkeley
- West Oakland
- East Oakland
- City of Alameda (CBTP in process)

Projects are also eligible for Lifeline Transportation Program funding, if they are not within a Community Based Transportation Plan, but they have to demonstrate that they serve low income communities, as defined by MTC.